





## Mails.

## Occidental &amp; Oriental Steamship Company.

FAIRING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GALLIE* will be despatched to San Francisco, via Kobe and Yokohama, on SUNDAY, the 24th August, 1890, at Daylight. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All Passengers should be marked to allow in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—  
To San Francisco ... \$225 00  
To San Francisco and return ... 393 75  
To Liverpool ... 355 00  
To London ... 330 00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers on this line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This discount does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 201, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, August 19, 1890. 1256

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND LOTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BELFAST.

ON THURSDAY, the 28th August, 1890, at Noon, the Company's S.S. *DIEMER*, Captain ROSENFELD, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 5 p.m. Specie and Passengers until 3 p.m. on the 27th instant, 1890. (Passengers are not to be sent on board; they must be sent at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, August 15, 1890. 1452

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,053 Tons Register, Capt. WILLIAMSON, will be despatched for VANCOUVER, B.C., via NAGASAKI, INLAND SEA, KOBÉ, and YOKOHAMA, on THURSDAY, the 4th September, at Noon.

## Entertainments.

## THE GREATEST NOVELTY TRAVELING IN THE EAST.

KLAIR & OLMAN'S CIRCUS AND TROUPE OF PERFORMING ANIMALS AT BOWRINGTON.

LAST FEW DAYS.

POSITIVELY LAST WEEK.

TO-NIGHT! TO-NIGHT!!

Doors open at 8; Commence at 9 o'clock.

Weather Permitting.

PRICES OF ADMISSION.

Dress Circle (Chairs) ... \$1.00  
2nd Class (Carpeted Seats) ... 0.50  
3rd Class ... 0.25

Soldiers and Navy in Uniform, and Children under 12 years of age, half price to 1st and 2nd Classes only.

I. OLMAN, Business Manager.

Hongkong, August 21, 1890. 1430

THEATRE ROYAL, CITY HALL.

TO-MORROW EVENING, the 22nd August, 1890.

Complimentary Benefit Tendered to R. STANLEY SETON, BY HONGKONG AMATEURS, Under the Patronage and in the Presence of His Excellency FRANCIS FLEMING, C.M.G., Acting Governor.

By Permission of the Officer Commanding the A. & S. Highlanders, the Band of the Regiment will be in attendance, and will play Selections during the evening.

PROGRAMME.

PART I.

1.—Overture, Band of the A. & S. Highlanders.

2.—Solo, "Margarita," F. H. LOHR.

3.—Solo, "North, the Bride," J. FAIRY.

4.—Solo, "The Long Avenue," MOLLOY.

5.—Lighting Sketch.

6.—Solo, "My Queen," BLUMENTHAL.

7.—Duet, "Excelsior," BALFE.

8.—C. H. LAMBERT & Mr. C. H. GRACE.

"GOD SAVE THE QUEEN."

Box Plan at Messrs KELLY & WAUGH, 10, Queen's Road.

PRICES OF ADMISSION.

Dress Circle and Stalls ... \$2  
Back Seats ... \$1  
Soldiers in Uniform half-price to Back Seats only.

Doors open at 8.15. Performance to begin at 9 p.m.

The Tramway Co. will run the following extra cars on Friday evening—at 8.45 p.m. and 10 minutes after the Performance is over.

Hongkong, August 21, 1890. 1467

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 28th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, August 21, 1890. 1473

## Business Notices.

## HONGKONG TRADING COMPANY, LD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)

"HOUSE FURNISHERS," AND BEDDING MANUFACTURERS.

FURNITURE RE-UPHOLSTERED AND POLISHED EQUAL TO NEW.

"BEST WORKMANSHIP, AND MATERIALS."

"MODERATE CHARGES." "ESTIMATES GIVEN."

## HONGKONG TRADING COMPANY, LD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.) 1471

## Vessels Advertised as Loading.

Destination	Vessels	Agents	Date of Leaving.
Breman & Ports of Call	Prinsen (s)	Norddeutscher Lloyd	Aug. 27, at 4 p.m.
Haiphong	Huiphong (s)	Russell & Co.	Aug. 27, at 4 p.m.
Kobe and Yokohama	Albenow (s)	Russell & Co.	Aug. 27, at 4 p.m.
Manila, via Amoy	Zakro (s)	Russell & Co.	Aug. 28, at 4 p.m.
Manila, via Amoy	Djennah (s)	Russell & Co.	Aug. 28, at 4 p.m.
Manila, via Amoy	Yama (s)	Russell & Co.	Aug. 28, at 4 p.m.
Manila, via Amoy	Yama (s)	Russell & Co.	Aug. 28, at 4 p.m.
Manila, via Amoy	Yama (s)	Russell & Co.	Aug. 28, at 4 p.m.
Manila, via Amoy	Yama (s)	Russell & Co.	Aug. 28, at 4 p.m.
Manila, via Amoy	Yama (s)	Russell & Co.	Aug. 28, at 4 p.m.

TO-day's Advertisements.

FOR SHANGHAI.

The Steamship *Lycemon*, Capt. G. H. GRACE, will be despatched for the above Port TO-MORROW, the 22nd inst., at 4 p.m.

FOR FREIGHT OR PASSAGE, apply to SIEMSEN & Co. Hongkong, August 21, 1890. 1472

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Lycemon*, Capt. G. H. GRACE, will be despatched for the above Port on SATURDAY, the 23rd inst., at 4 p.m.

FOR FREIGHT OR PASSAGE, apply to RUSSELL & Co., General Managers. Hongkong, August 21, 1890. 1474

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship *Lycemon*, Capt. G. H. GRACE, will be despatched for the above Ports on SUNDAY, the 24th inst., at Daylight.

FOR FREIGHT OR PASSAGE, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, August 21, 1890. 1475

SHIPPING.

ARRIVALS.

August 21, 1890:—  
Sutram, American ship, 1,500, M. A. Woodland, New York April 11, Oil—Russell & Co.  
Riversdale, British str., 1,311, Monney, Kutchinow August 12, Coal—Mitsui Bussan.

Amoy, German steamer, 814, Th. Lehmann, Shanghai Aug. 17, Coal—Siemens & Co.  
August 21:—  
Lycemon, German steamer, from Whampoa.  
Dentons, German steamer, 1,19, W. Denno, Mojo August 14, Coal—EDWARD SCHILLER & Co.

Flintshire, British steamer, 1,870, Wm. Dwyer, London July 9, and Singapore Aug. 16, General—ADAMSON, BELL & Co.  
Pernosa, British steamer, 674, T. P. Hall, Tamsui August 17, Amoy 19, and Swatow 20, General—DOUGLAS STEAMSHIP CO.  
Tachino, British str., 802, R. Unsworth, Bangkok August 13, Rice—Yuen Fat Hoo.

Edendole, British steamer, 1,566, R. Humphrey, Kutchinow August 16, Coal—Mitsui Bussan.  
Guadon, British steamer, 1,648, Fr. neis Coe, Bombay August 5, and Singapore 10, General—P. & O. S. N. Co.

DEPARTURES.

August 21:—  
Fidelio, for Swatow.  
Palmarus, for Singapore and London.  
Freja, for Hoihow.  
Casapoff, for Hoihow.  
Teising, for Whampoa.  
Oriental, for Europe.  
Dorset, for Yokohama.  
Fushin, for Shanghai.  
Banglo, for Kobe.  
Diamond, for Amoy.  
Atego, for Nagasaki.  
Laertes, for Singapore and London.

CLEARED.

Flintshire, for Nagasaki.  
Johann, for Hoihow.

PASSENGERS.

ARRIVED.

Per Amoy, from Shanghai, Mr. F. Moller, and 23 Chinese.  
Per Flintshire, from London, Mr. Druil and family, and 300 Chinese.  
Per Pernosa, from Tamsui, 24 Chinese.  
Per Tachino, from Bangkok, 19 Chinese.  
Per Guadon, from Singapore, 122 Chinese.

DEPARTED.

Per Palmarus, for Singapore, 436 Chinese.  
Per Freja, for Hoihow, 100 Chinese.  
Per Oriental, from Hongkong, for Singapore, 100 Chinese.

## MEMOS. FOR TO-MORROW.

## Shipping.

11 a.m.—Fokien leaves for Swatow, &c.  
Noon.—Aeona leaves for Yokohama, &c.  
Noon.—Lombardy leaves for Bombay, &c.  
1 p.m.—P. M. S. S. Co.'s Steamer leaves for Yokohama and San Francisco.  
4 p.m.—Lycemon leaves for Shanghai.

Meeting.

8.30 p.m.—Meeting of British Mercantile Marine Officers' Association at the Marine Hotel, Praya West.

Amusements.

9 p.m.—Performance at the City Hall.  
9 p.m.—Klier & Olan's Circus and Troupe of Performing Animals at Bowrington.

General Memoranda.

SATURDAY, August 23:—  
Noon.—Meeting of Shareholders of The Hongkong & Shanghai Banking Corporation at the City Hall.

Claims against the *Tetartus* must be sent in to Messrs Russell & Co., on or before this date.

MONDAY, August 25:—  
3 p.m.—Meeting of Shareholders of The Hongkong & Whampoa Dock Co., Ltd., in Company's Office.

THURSDAY, August 28:—  
Goods per *Plintshire* undelivered after this date subject to rent.

FRIDAY, August 29:—  
The French Books of the China Traders' Insurance Co., Ltd., close from this date to 11th proximo inclusive.

SATURDAY, August 30:—  
Noon.—Meeting of Shareholders of The Selama Tin Mining Co., Ltd., at No. 6, Connaught House.

WEDNESDAY, September 3:—  
Noon.—Meeting of Societe Francaise des Charbonnages du Tonkin at Registered Office in Victoria Buildings.

THURSDAY, September 11:—  
4 p.m.—Meeting of Shareholders of the China Traders' Insurance Co., Ltd., at Head Office.

BY APPOINTMENT.

A. S. WATSON & COMPANY, LIMITED.

ESTABLISHED A.D. 1841.

## MANUFACTURERS OF AERATED WATERS.

OUR New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are used in the manufacture throughout.

LARGE BOMBAY SODAS.

We continue to supply large bottles as heretofore, free of extra charge, to those of our Customers who prefer to have them to the ordinary size.

COAST POST ORDERS.

Whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST POSTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—  
PURE AERATED WATER  
SODA WATER  
LEMONADE  
POWDER WATER  
LITHIA WATER  
SARSAPARILLA WATER  
Tonic Water  
GINGER ALE  
No Credit given for bottles that are dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such bottles are never used again by us.

A. S. WATSON & Co., Ltd.  
2201 Hongkong, China, and Manila.

The publication of this issue commenced at 7.35 p.m.

The China Mail.

HONGKONG, THURSDAY, AUGUST 21, 1890.

present moment she buys as much foreign goods as can be profitably distributed, and trade will stop at this limit until the country is opened up. Customs duties, lekin and other taxes are small hindrances compared with the impediments which the long carriage over bad roads places on the movement of merchandise. Taking into account the customs duty, lekin, and other inland taxes, and making allowance for squeezes, the taxes levied on foreign goods—at any rate throughout the North of China, where transit passes are very generally recognised—do not amount at the most to more than 10 per cent. ad valorem. France levies on many articles more than 20 per cent. Her trade of course suffers by these so-called protective duties, but the loss is small compared with the loss that would be sustained were all the railways throughout the country torn up. A poor country like China—made poor from the very want of the facilities of communication—cannot buy foreign goods unless she exports native goods to pay for them, and she cannot export native goods in large quantities until there exist means of bringing goods cheaply from the interior of the country. During the time the French were seizing Tonkin and we were entering Upper Burma a great deal was said about the immense possibilities of the trade with Southern China by the new routes. It has begun to dawn upon the English in Burma, and it will soon be evident to the French in Tonkin, that there is a most important condition restricting the immensity of the trade possibilities. Steam navigation and railways will no doubt bring goods to the frontier of China at comparatively cheap rates, but if there is no response on the part of the Chinese, if the goods have to find their way inland throughout bad roads, to be offered to a poor population, the trade will be comparatively small and will soon reach a limit beyond which it cannot expand whatever may be the facilities of communication outside of China.

It used to be the custom two or three years ago, and is now to a certain extent, to hold up Germany to English merchants as a model of commercial enterprise. Her government was extolled for the fatherly interest it took in the commerce of the empire, and in the first blush of success of Bismarck's protective tariff, the few protectionists we have in England filled the air with denunciations of our suicidal free trade policy. For a short time, under the specious name of fair-trade, they won many converts, but the agitation soon died a natural death, and there is little chance of its being quickened again. The truth is that the commercial and fiscal policy of Germany, which they so much admired, has been tried in the balance and found wanting. Bismarck's protectionism, a *troussure* is commencing to bear fruit by no means calculated to suit the palate of the German people. The statistics of trade just published in Berlin show that during last year the imports increased by 724 million marks while the exports diminished by 39 million marks. One of Bismarck's great objects in enforcing his protectionist policy was to restrict exports, to get Germany to manufacture herself what she formerly imported. The means he adopted to secure that end have miserably failed. Since his great fiscal coup, that is since 1880, imports have continued to increase, the total augmentation during the ten years being more than a milliard of marks. Exports, on the other hand, have not increased correspondingly. They have, during the decade, through a series of ups and downs, fallen from 15.50 milliards to 15.32 milliards. The comparative tables for the last ten years establish pretty conclusively this great fact—that protectionism only gives favourable results during the first year or two of its application. After the third or fourth year, that is after the raw material and the stocks introduced under the free trade system have been exhausted, the baneful effects of the tariff begin to be felt. There comes about a gradual increase in the price of food stuffs, and industry begins to suffer from the rise in the value of raw material. Only a few essentially local industries partially escape the inevitable economic results of the policy of commercial exclusion. Despite the great efforts they have made and despite the so-called fostering care of their Government, the Germans have made comparatively little commercial progress during the last ten years.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

(Via Southern Line.)

THE QUEEN'S SPEECH.

LONDON, 19th August, 1890.

Parliament has been prorogued. The speech from the Throne stated that relations were friendly with other powers, and the Newfoundland question was seriously occupying the attention of Government.

LOCAL AND GENERAL.

PASSED SUKE CANAL.

OUTWARD BOUND.—*Endersby*, July 11: *Gully of Loris*, 15; *Canton*, 20; *Stevenson*, *Queen Margaret*, August 1; *Glennfearn*, 3; *Argyll*, *Telemaquia*, *Daphne*, *Hokkai Maru*, *Kara*, 12.

HOMEWARD BOUND.—*Clyde*, *Electra*, *Olenyok*, *Pembroke*, Aug. 1; *Princess*, *Shanghai*, 5; *Leuca*, 8; *Friga*, *Nefel*, 11; 12.

The *s. s. China*, with the AMERICAN MAIL of July 31st, left Yokohama on the 19th Aug., and may be expected here on or about the 24th Aug.

The Canadian Pacific *s. s. Batavia*, from Vancouver, &c., left Yokohama for Kobe, Nagasaki and Hongkong on the 16th Aug.

The M. M. Co.'s *s. s. Saghalien*, with the French mail of July 26, left Singapore on Wednesday, Aug. 20, at 5 p.m., and may be expected here on or about Wednesday, 27th August. This packet brings replies to letters despatched from Hongkong on June 10.

The Canadian Pacific *s. s. Straits of Belle Isle* left Vancouver for Japan and this port on the 11th Aug.

The D. D. R. *s. s. Bellona* left Singapore on the 18th Aug., and may be expected here on or about the 24th Aug.

The Union Line *s. s. Altona* left Singapore on the 19th Aug., and may be expected here on or about the 25th Aug.

The N. G. I. *s. s. Bernina*, from Bombay, left Singapore on the 20th Aug., and may be expected here on or about the 26th Aug.

The O. S. S. Co.'s *s. s. Teucer*, from Liverpool, left Singapore on the 20th Aug., and may be expected here on or about the 26th Aug.

The China Shippers Mutual S. N. Co.'s steamship *Mayne*, from London and Liverpool, left Singapore on the 20th Aug., and may be expected here on or about the 26th Aug.

The *s. s. Kutang*, from Calcutta, leaves Singapore on the 22nd Aug., and may be expected here on or about the 28th Aug.

The P. & O. Co.'s *s. s. Canton* left Bombay for this port on Aug. 14th, at 10 a.m.

There will be a game of Polo on Ousaway Bay to-morrow, Friday, the 22nd inst.

Messrs Jardine, Matheson & Co. inform us that the *s. s. Kutang*, from Calcutta for this port, will leave Singapore to-morrow (Friday).

The British ship *Escher Roy*, reported here as being ashore in Sunda Straits, according to further news, is supposed to have been towed to Batavia.

Messrs Adamson, Bell & Co. inform us that the *Tea* ex the Canadian Pacific Steamship Co.'s steamer *Straits of Belle Isle* was delivered in New York on the 19th inst.

We have received the report for the year 1888-89 of the Mission Schools connected with the Berlin Missionary Society—a Society which is quietly doing a great deal of good work both of an educative and religious character.

Mr. Frank Lincoln, the versatile humorist and comedian, intended to pay Hongkong a visit, arriving here by the *Chingis* probably in the second week of September. He has had a very successful tour in Australia, his curious and clever musical monologues never failing to delight his audiences.

The Messageries Maritimes Co. inform us that the *s. s. Saghalien*, with the French mail of 26th July, left Singapore yesterday the 20th inst. at 5 p.m., and may be expected here on or about Wednesday, the 27th inst. This Packet brings replies to letters despatched from Hongkong on 19th June.

The Secretary of the Selama Tin Mining Co. circulated to-day the following telegram which had been received from the mine:—  
'We have struck rock all over West level dipping North West.' In reply to an enquiry as to the nature of the rock struck, the following telegram was received:—  
'Only rock, now through it into Killas. Small quartz veins showing running West dipping. North. The level is driven 20 feet.'

A MEETING of the Sanitary Board is called for Friday, the 22nd, at 4.15 p.m. Business:—Mortality returns for weeks ended the 9th and 16th August, 1890. Superintendent's report for July, 1890. Report on state of drains at 135, 137 and 139, Queen's Road. The occupation of a house in contravention of section 74 of the Health Ordinance. A nuisance arising from gardening operations on a rural building lot.

The golf match which did not take place last week on account of the bad weather, will be played on Saturday at 4.15 p.m. The following are the teams:—  
Mr Justice Clarke's Team.  
Mr Justice Clarke v. Mr A. F. MacEwen.  
Dr. Lowson v. Mr Mitchell-Innes.  
Mr H. L. Dalrymple v. Dr. Craig.  
Mr E. L. Hunter v. Major Hannay.  
Major Arbuthnot v. Major Barker.  
Mr C. E. Bowles v. Mr E. Baird.  
Mr G. Stewart v. Capt. Ramsey, R.N.  
Captain Irvine v. Mr W. Gardner.



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